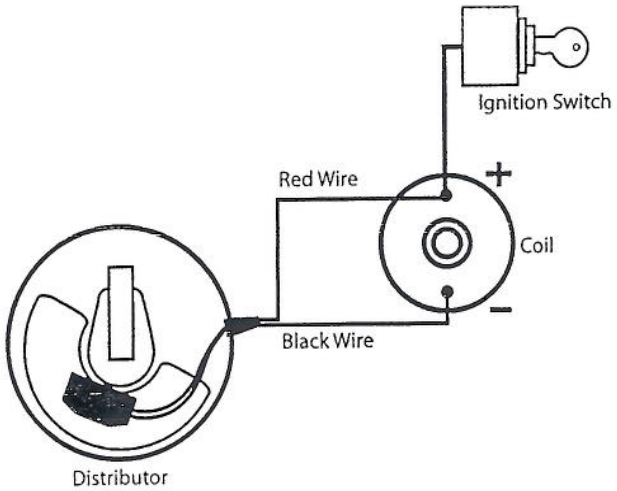
8. **For Vacuum advance distributors:**
   Locate the vacuum hose that was previously attached to the vacuum advance canister. This hose should originate at a ported vacuum source. Some applications have vacuum advance hoses attached to a manifold vacuum source, due to the performance advance curve, we recommend that you relocate this hose to a ported vacuum source. After setting initial timing the hose will be unplugged and attached to the vacuum advance on the distributor.

   For Non-vacuum advance distributors:
   Locate the vacuum hose that was previously attached to the vacuum advance canister. Remove the vacuum hose and plug the vacuum port.

WIRING

The *Flame-Thrower* distributor can be used in conjunction with most Ignition coils rated at 0.45 ohms or greater. For optimum performance purchase and install a 0.6 ohm *Flame-Thrower* II or 0.45 ohm HV high performance coil.

1. Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance we recommended removal of these components.
2. Determine the proper wire length, and attach the provided terminals. (Use a designated wire crimping tool to achieve an adequate connection)
3. Attach the **Red** wire to the coil positive terminal or a 12-volt ignition source. **Note:** Original ignition wire must be connected to the (+) positive side of the Ignition coil.
4. Attach the **Black** wire to the coil negative terminal.
5. Check to insure correct polarity and that all connections are tight.
6. Reconnect the battery negative cable.



FINAL ADJUSTMENTS

1. Start the engine and set the initial timing.
2. Tighten the distributor hold down clamp.
3. For vacuum advance distributors, connect the vacuum hose to the vacuum advance canister.

COMMON QUESTIONS AND ANSWERS

Q. The engine will not start or runs rough. What is the problem?
A. Check all connections to insure that they are tight, and in the proper location. Make sure that the red wire from the Flamethrower distributor is supplied with a full 12 volts. The *Flame-Thrower* distributor uses Ignitor II technology and is designed to sense high current levels, and shut off before damage occurs. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.

Q. The vehicle will start, but then die. After waiting it will start again. What is wrong?
A. Check for a "Low Voltage Problem." If the voltage supplied to the *Flame-Thrower* distributor red wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition.

Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?
A. To quickly test for a "Low Voltage Problem" or for adequate voltage, remove the *Flame-Thrower* distributor red wire from the coil positive terminal. Attach a jumper wire from the battery positive terminal to the distributor red wire. Try to start the vehicle. If the vehicle starts, low voltage is the problem.

Q. How do I check my coil for primary resistance?
A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The *Flame-Thrower* distributor is compatible with coils having a resistance of 0.45 ohms or greater.

Q. May I modify the length of the wires?
A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and the connections are tight.

Q. Will the *Flame-Thrower* distributor work with aftermarket capacitive discharge boxes?
A. Yes, the *Flame-Thrower* distributor is compatible with most CD boxes in the same respect as points. Use the CD box wiring instructions for point systems and treat the Ignitor II black wire as a point wire. The *Flame-Thrower* red wire should be attached to the 12-volt power source.

Q. How can I receive additional help?
A. Check our web site for current trouble shooting tips and up to date technical information. Log on to www.pertronix.com. You may also contact our tech line at (909-599-5955)

NOTE

This distributor cannot be static-timed. Distributor must be spinning to set timing. Use timing light.